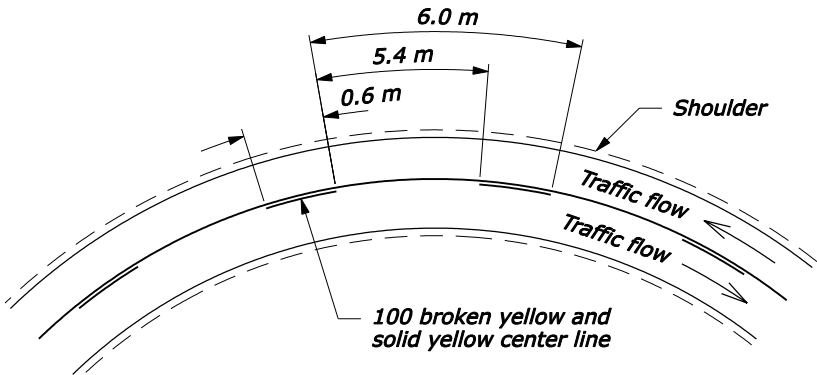
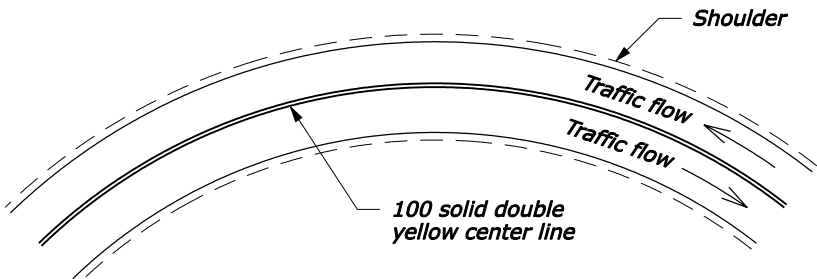


DETAIL A1
Passing zone both directions
Two-way traffic

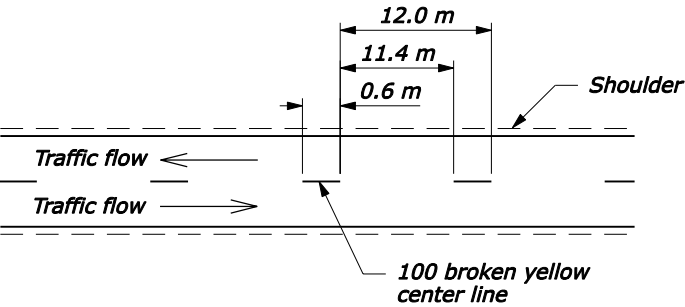


DETAIL A2
No passing zone one direction
Two-way traffic

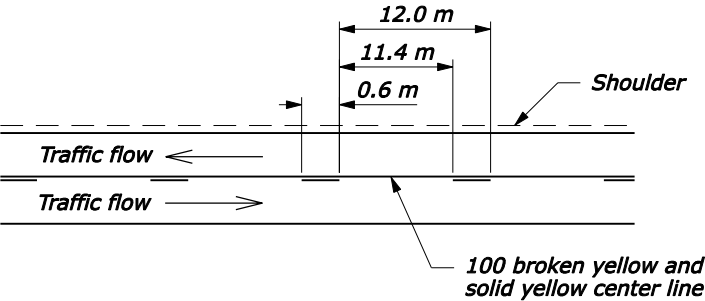


DETAIL A3
No passing zone both directions
Two-way traffic

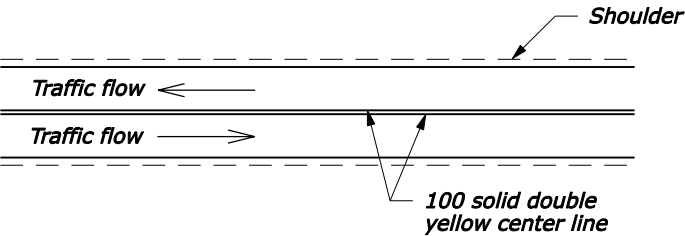
DETAIL A
Curves <150 m Radius



DETAIL B1
Passing zone both directions
Two-way traffic



DETAIL B2
No Passing zone one direction
Two-way traffic



DETAIL B3
No Passing zone both directions
Two-way traffic

DETAIL B
Tangents or Curves ≥ 150 m Radius

NOTE:

1. Use permanent striping layout as designated in the contract to determine no passing zones for each direction of travel.
2. To substitute raised pavement markers for lines, use the following patterns:

0.6 m broken line: two pavement markers spaced 0.6 m apart allowed by the gap shown based on curvature.

Single solid line: pavement markers spaced on 3 m centers.

Double solid line: two pavement markers, side by side, spaced on 3 m centers.
3. For ADT's of greater than 1000 and periods of 3 days or less, Standard M635-3 may be used as an alternate. For ADT's of 1000 or less, Standard M635-3 may be used as an alternate for the full 14 day temporary marking period.
4. If sections of severe curvature or restricted visibility dominate the construction area such that passing is inappropriate throughout the project, include Two-Way Traffic Sign (W6-3) with a supplemental plaque bearing the legend "NO PASSING NEXT __ MILES" in the advance warning series at the beginning of the project.
5. Dimensions without units are millimeters.

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
METRIC STANDARD	
TEMPORARY PAVEMENT MARKINGS	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED:	M635-2